

**BY ORDER OF THE COMMANDER
AEROSPACE MAINTENANCE AND
REGENERATION CENTER**



AIR FORCE INSTRUCTION 11-206

**AEROSPACE MAINTENANCE AND
REGENERATION CENTER
Supplement 1**

15 FEBRUARY 1998

Flying Operations

GENERAL FLIGHT RULES

NOTICE: This publication is available digitally on the Davis-Montham AFB WWW site at: <http://www.dm.af.mil/AMARC>. If you lack access, contact your Publishing Distribution Office .

OPR: AAMARC/FT (Capt Velez)
Supersedes AFI 11-206/AMARC SUP 1
1 JULY 1996

Certified by: FT (LTC Colton)
Pages: 2
Distribution: F

AFI 11-206/AFMC SUP 1, 2 May 1997, IS SUPPLEMENTED AS FOLLOWS:

2.2.3.1.1. (Added) Emergency Fuel . Emergency landing fuel for AMARC F-4 aircraft is 1000 lbs. The pilot will declare “emergency fuel” whenever the computed landing fuel is equal to, or less than 1000 lbs total useable fuel.

4.3.5.1. (Added) Flights Conducted Away From Home Station. Flight test personnel will normally monitor and flight follow off-station flights. During non-duty hours, coordinate with the DFO or AMARC Commander for flight following and aircrew reporting.

5.15.3.1. (Added) Touch-and-GO Landings. AMARC assigned mission pilots will not perform touch-and-go landings unless under the supervision of an IP or EP. Guest mission pilots flying aircraft under AMARC control may perform touch-and-go landings if qualified under their parent unit or service.

5.28.1. (Added) High Speed Taxi Checks. AMARC High speed taxi checks will be performed as per AFI 11-206/AFMC SUP 1. In addition:

5.28.1.1. (Added) High speed taxi checks will be accomplished only by FCF qualified personnel.

5.28.1.2. (Added) Aircrews will calculate normal Takeoff and Landing Data (TOLD) to include chute and no-chute MAX ABORT speeds.

5.28.1.3. (Added) Aircrews will brief (as a minimum).

5.28.1.3.1. Reason for High Speed Taxi.

5.28.1.3.2. TOLD.

5.28.1.3.3. ABORT procedures.

5.28.1.3.4. Directional Control.

5.28.1.3.4.1. Problems/techniques.

5.28.1.3.5. Cable/Barrier Engagement procedures.

5.28.1.3.6. Crew Coordination/Responsibilities during taxi check.

5.28.2. (Added) Aircrews will perform normal pre-flight, before take-off checks and procedures.

5.28.3. (Added) Aircrew will use drag chute (if applicable) when decelerating.

5.28.4. (Added) MAX Airspeed during high speed taxi check will be no greater than rotation/nosewheel lift-off speed.

5.28.5. (Added) All High Speed taxi checks will be made towards a compatible arresting gear/barrier engagement system.

5.28.6. (Added) Available runway remaining will be no less than 6000 ft or heavy weight no-chute landing distance, which ever is greater.

8.6.4.2.1. (Added) AMARC flying operations of ejection seat equipped aircraft will terminate if the maximum steady state winds (forecast or observed) exceeds 35 knots in the LOCAL flying area.

8.6.4.2.2. (Added) On an initial ACF/FCF or subsequent FCF for flight controls or engine(s), the maximum crosswind component limit is 15 knots (forecast or actual observed gust) and sources.

OFFICIAL

LAIRD VAN GORDER
Chief, Computer Support Branch